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NEWS OF THE FAR EAST
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Hongkong Daily Press.

ESTABLISHED 1857

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[a34-2]

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[a1351]

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[a28]

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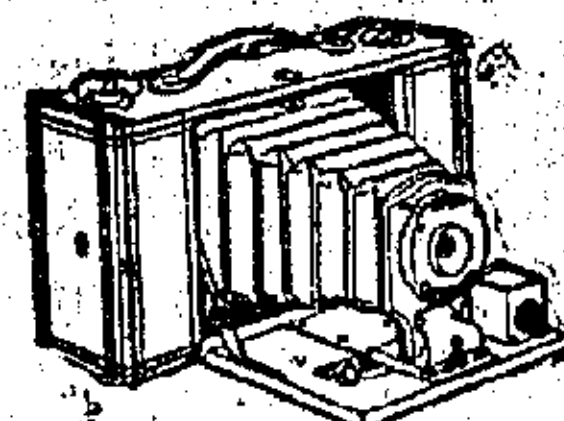


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AT 9.15 P.M.

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AT THE

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[1371]

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[a46]

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Hongkong, 8th June, 1906. [a4-168]

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Hongkong, 21st February, 1910. [316]

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NOTICE OF FIRM

NOTICE.

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from all connection with the said Firm and has
Opened his Own House at No. 23, Stanley
Street, where he is Transacting Business in the
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CHAN MUI SAN,
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Hongkong, 2nd December, 1910. [1344]

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Hongkong, 6th March, 1907. [38]

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Hongkong, 24th July, 1905. [a1206]

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TELEGRAPHIC ADDRESSES "COMFORT,"
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Hongkong, 1st September, 1910. [a542]

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Hongkong, 4th December, 1907. [a36]

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and addresses with communications ad-
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The Daily Press.

HONGKONG, DECEMBER 19TH, 1910.

BECAUSE there has been an unhealthy boom in rubber prices and rubber shares and the inevitable boomerang recoil and disaster, because speculators and investors in rubber companies have been fooled, flensed and defrauded by nimblewitted and unscrupulous company promoters, because the success of some of the older and conservatively-managed estates has induced venturesome capitalists to embark in rubber planting on a scale that to the uninitiated threatens to upset the balance between supply and demand and to overstock the markets with the raw product, there is a tendency in some quarters to condemn the rubber industry out of hand and to declare it unsafe as an investment for hard-earned savings. Such an attitude is not altogether unreasonable. The old adage: "Once bitten, twice shy," applies here with peculiar force, at the present time. Hongkong has had its losses as a consequence of indiscreet and indiscriminate buying at boom prices; but it is at least some consolation to know that it has not suffered on the same gigantic scale as Shanghai, where, as usual in that volatile and cosmopolitan community, it required all the force of something approaching disaster to check the mad speculation and to bring the investing public to its senses. It does not follow, however, that the rubber

industry is a rotten one. The majority of the companies are still safe and satisfactory investments at reasonable prices. What the investor requires to enable him to choose a company is more than a nodding acquaintance with the share lists of local stock-brokers. He should know something of the countries where rubber is grown, something of the soil, climate, labour conditions, supervision, methods of production, and liability to disease, as well as have an intimate knowledge of areas held and areas under cultivation, age of trees, capital outlay, cost per acre to bring the land into cultivation, monthly and yearly output and physical and climatic influences on the production of the trees. Hongkong, as a British possession, is most largely interested, so far as rubber is concerned, in the development of adjacent British territory. The Colony is too far north, apparently, to hope to see rubber trees going in its own hinterland, but residents here are naturally very deeply interested in the enormous development accruing to the Malay Peninsula as a consequence of the successful introduction of the rubber tree and the rapid expansion of the industry. It is to the companies in the Malay States and Straits Settlement that local capital will flow so soon as investors are reassured of the future fortunes of rubber, and those who are best equipped with information as to the best localities for rubber-growing and other facts connected with the industry will be the first to benefit when the excitement and panic following on the boom and the collapse of the market have passed away and both the produce and share markets have settled down to sense and sobriety.

We therefore welcome as a valuable contribution to the literature on rubber Mr. FREDERIC W. KNOCKER's book, just published by Alexander Moring, Limited, entitled, "How to Judge Rubber Investments, or Hevea Brasiliensis in British Malaya." Mr. KNOCKER is a Fellow of the Zoological Society, and was formerly Curator of the Perak State Museum in the Federated Malay States, and he is fortunate in having his book introduced to the reader by no less an authority than Sir WILLIAM HODGKINSON, K.C.M.G., the last Resident-General but one of the Federated Malay States, and now one of the best-known directors of Malayan rubber companies. The book contains a map of the Peninsula, defining the rubber-growing areas, and is profusely and beautifully illustrated. As Mr. KNOCKER states that he is not interested personally or financially in any company, it will be recognised that he is able to take a detached survey of the situation, and it may be fortunate or unfortunate, according to the point of view, that it is two or three years since Mr. KNOCKER left the Malay Peninsula to settle down in England. He claims, however, to have watched the rise of the cultivated rubber industry from its infancy and to have identified himself with a careful study of the existing conditions under which it is being carried on. His long residence in the country in an administrative and scientific capacity gave him the opportunity of travelling over the Peninsula and of making exact observations of prevailing conditions. If we would venture upon a criticism of a book which is full of good features, it is that sometimes we wish there was less rhetoric and more fact in some of Mr. KNOCKER's chapters. We quite sympathise with his evident desire to avoid making his literary effort a bald, uninteresting narrative; but in a book professing to enable the reader to judge of rubber investments, plain, unvarnished statement of fact is absolutely the best way to convey information to the commercial mind. This remark, however, by the way. No one can lay aside Mr. KNOCKER's book without having acquired a good working knowledge of rubber planting in British Malaya, and it will be the fault of the reader himself if he does not apply this knowledge to the best advantage. The broad effect produced by a perusal of the book upon our mind is that, given the selection of a proper site, the appointment of a capital manager, and the appropriation of the capital not to middlemen's profits but to bringing the estate into cultivation, there is a bright future in prospect for any company taking up land in the Federated Malay States for many years to come. And this without any reference to competition with other countries and the consequent fall of prices to about half of the present market price of rubber. Mr. KNOCKER insists, over and over again, that there is great danger of disaster through the lack of proper skilled supervision. It is the old story that, however necessary labour may be in any form of industry, success or failure depends chiefly, if not entirely, on the men who direct its progress. Labour difficulties are largely the outcome of bad management, the inept, ill-natured handling of native

labourers. One estate has no difficulty in securing labour at moderate rates, while the next estate manager cannot get men for love or money, as the saying goes. Such technical subjects as the habits of the Para tree, spacing, danger of degeneration, pests, over-tapping, weeding versus non-weeding, are made interesting, and we in Hongkong should be pleased to note that Mr. KNOCKER, like most men who have lived in the Far East, has a high opinion of Chinese labour and looks to China for the recruitment of the Malay labour market. For one, he at any rate has no fear of the industry on the score of labour. On the vexed question of catch-crops, Mr. KNOCKER has a good deal to say, and thinking men will be glad to read that he advocates the scientific study of the planting industry with a view of producing by-products, such as drying oils and meal cakes from the superabundance of seeds thrown off by the rubber tree, at present allowed to go to waste. Mr. KNOCKER is essentially an optimist. His optimism will be shared by many who have given thought to the rubber industry as a thing apart from mere Stock Exchange speculation. Here is a product largely used in manufacture, a product essential to at least two rapidly-expanding industries—motor traction and the supply of electricity—and it is, besides, a product likely to grow in demand as modern invention applies it to new and multifarious uses. The time may come, and probably will come, when the supply will more nearly approximate to manufacturers' demands, but that time is not yet, nor is it likely to be for some years. Long before the planters cease to be affected by the speculative promotion of rubber companies, the industry will have reached a safe working basis. It will be possible for the investor to judge the prospects for himself, for experience will have taught him something, and he will be able to keep himself free of wild-cat schemes. But in the meanwhile he will find a fund of useful information in Mr. KNOCKER's book, facts that will enable him to read a prospectus with the discerning eye, and it will be his own fault if he does not see the rocks and shallows for himself, and steer clear of all dubious financial projects.

Rules made by the Governor-in-Council governing accidents on the railway are published in the current issue of the *Gazette*.

The Italian cruiser *Calabria* returned to the harbour yesterday from target practice in Mira Bay and was saluted by the warships in port.

A concert will be given at the Seaman's Institute to-night by the concert party of H.M.S. *Monmouth*.

Captain A. Somerville left on Saturday by the *Empress of Japan* for England via Siberia on holiday. Captain Lindbergh now takes command of the s.s. *Palekana*.

Dr. Eleanor Whitworth Perkins, of the Alice Memorial Hospital, a doctor of medicine and bachelor of surgery of the London University, has been gazetted as being qualified to practise medicine in Hongkong.

His Excellency the Governor has been pleased to appoint, under instructions from the Secretary of State for the Colonies, Mr. A. F. Churchill to be First Assistant Director of Public Works, with effect from the 27th November, 1910, vice Mr. P. N. H. Jones, transferred to the Gold Coast.

At to-morrow's meeting of the Sanitary Board correspondence will be submitted relative to malaria at Shaukiwan; and as to the illegal occupation of No. 63, Hoi Un Kok by vagrants. The report of the Government Analyst and Bacteriologist on the public water supplies for the month of November will also be considered.

The following is the calendar for this month's Criminal Sessions, which open at the Supreme Court this morning:—Hazel Lynn, larceny; Paul Pottier, manslaughter; John Grant, forgery, etc.; Yeung Yau, armed robbery; Gregorio Tanguo, larceny; Wong Tak, forgery; Wong Tin, larceny; Un Tam, larceny, shooting with intent to murder and armed robbery; Fong Chik, forgery.

Several new orders have recently been issued with reference to the study of the Chinese language by persons employed in the I. M. Customs. One of these is to the effect that before further promotion can be granted members of the Indian staff will be required to pass an examination in Chinese, while members of this department who are going home on leave next year will also have to pass a similar examination. The study of Chinese will in future become necessary in the case of employees in both the Coast Inspector's and the Engineer's Departments of the I. M. Customs.

A Chinese was convicted by Mr. E. R. Halliday at the Magistracy on Saturday on a charge of stealing \$5 worth of rice. He ordered two bags at a shop in Yaumatei and arranged that a joki should carry them to their destination under the guidance of a boy. A halt was made in Temple Street; the boy told the joki to take the smaller bag into a certain house, and as soon as he disappeared placed the bigger bag on a rickshaw. When the joki re-appeared, the boy and rice were out of sight. The matter was reported to the police, and the defendant was subsequently arrested. His Worship sentenced him to six months' imprisonment with hard labour and six hours' stocks.

The second-engineer of the C. N. S. Ningpo, Dunanson, a young Scotsman, was found last week lying dead in his bunk with a part of his head blown away. The vessel which had just started out from Shanghai for Amoy was stopped in the river and the police were communicated with. Dunanson is described as a very quiet fellow of tolerably good education, and no reason can be assigned for the tragedy.

His Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 10 of 1910, entitled—"An Ordinance to amend the Malicious Damage Ordinance, 1865"; Ordinance No. 26 of 1910, entitled—"An Ordinance to amend the Malicious Damage Amendment Ordinance, 1910"; and Ordinance No. 27 of 1910, entitled—"An Ordinance to further amend the Law relating to Dangerous Goods."

DARING ARMED ROBBERY IN THE CITY.

CONSERVANCY CONTRACTOR VICTIMISED.

Towards midnight on Saturday some six or seven men, armed with knives and other implements used by the "crackmen," gained entrance to the city conservancy contractor's shop at 67, Connaught Road Central, third floor. The entry was accomplished without difficulty, for it appears that the contractor's men are in the habit of passing in and out at all hours, and for their convenience a piece of string, attached to the bolt inside, is passed through a hole to the outer side of the door, and a pull on this string unfastens the bolt and gives access to the house.

The fact, apparently, was known by some of the robbers, for they entered without waking any of the three inmates who were in the house at the time, and took them all by surprise. The sleeping residents on being awakened, found themselves confronted by a band of robbers armed with knives, and were warned against raising any alarm. After ascertaining where the contractor kept his money the burglars proceeded to bind and gag the inmates, and this they evidently did in a rough and ready manner, for one of the victims on being released subsequently was found to be badly cut where the things had secured him. In their search the thieves secured \$1,750 in money, with which amount they escaped without hindrance. It was some time later before the robbery was discovered. Then the bound men were released and related their experiences to the police, who are investigating the matter.

ALLEGED PIRACY IN BRITISH WATERS.

The police have been notified by the master of a licensed junk that on the night of the 15th instant while the junk was making for Aberdeen with a cargo of breasting grass, and while sailing past Sandy Bay, a boat manned by five Hoklo men alongside. Before the crew of the junk realised what had happened the five men had boarded her, and after warning the crew to make no noise they took charge of the vessel and steered for Lamana Island, where the vessel was dropped. The master then alleges that he and his folks were tied together by the wrists and secured in the cabin, the door of which the pirates nailed up. They remained quiet for about half an hour; then, hearing no sound without, the imprisoned men used their united efforts in forcing the door. After a time they were successful, but on regaining the deck they found that the pirates had disappeared and taken with them goods valued at \$18.

THE ACTING GOVERNOR OF MACAO RESIGNS.

Dr. Vidal, who since the departure of Governor Marques from Macao has been Acting Governor, has resigned the post, and Lieut. Machado, who has been discharging the duties of Colonial Secretary, has become Acting Governor. The news of Dr. Vidal's resignation comes as a great surprise, as only a few days ago he received a deputation of Chinese residents who congratulated him upon his appointment of Acting Governor, and he gave no indication then of his intention to relinquish the post so soon.

ORCHESTRAL CONCERT AT THE CITY HALL.

It does not frequently happen that music lovers in the Colony have the opportunity of enjoying a really good orchestral concert. At the Theatre Royal on Saturday evening, the band of the German Cruiser Squadron S. M. S. *Schermshorst* gave the first of a series of three concerts, and the hearty applause at the end of each selection showed that the audience fully appreciated the opportunity. One cannot say too much in praise of the concert. The selection of the items on the programme was a happy one and each piece as it was performed only served to emphasize in a new direction the admirable training and technique of the orchestra under the careful conductorship of Herr Richter. They were perhaps at their best in the stirring and popular overture to "William Tell," or in Dvorak's "Danse Slav," while the less well-known Intermezzo "Nella," by Debussy, roused the enthusiasm of the audience. Nor must we forget the admirable solo of Herr Schmidt, a "Berceuse" by Godard. The full programme of Saturday's concert was as follows:—

1. March "Danabauer" Wagner
2. Overture "William Tell" Rossini
3. Adagio "Sonata Pathetique" Beethoven
4. Fantasia "Tiefeland" D'Albert
5. Dance Slav. No. 1 & 2 Dvorak
6. Overture "Mighty Blue" Mozart
7. Cello Solo, "Berceuse" Godard
8. Intermezzo "Nella" Debussy
9. Fantasia "Flying Dutchman" Wagner
10. March "King Edward" Ohlsen

TELEGRAMS. TELEGRAMS.

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AVIATION IN JAPAN.

UNSUCCESSFUL FLIGHTS.

Tokyo, December 18th.
Captains Hino and Tokugawa made several attempts to fly with the Farman aeroplanes recently imported, but did not meet with success. Captain Hino's machine on Thursday turned turtle but the officer escaped without injury.

Both officers have just returned from Europe where they studied aviation.

[REUTERS' SERVICE TO THE "HONGKONG
DAILY PRESS."]

CONSTITUTION FOR ALSACE-LORRAINE.

LONDON, December 18th.

The German Government has elaborated a new constitution for Alsace-Lorraine. The Governor is to be appointed by the Emperor, and two Chambers will be set up, of eighteen and sixty members, respectively. The first will be largely nominated, but the second will be elected on a direct universal suffrage. This comparatively democratic constitution for the conquered province is likely to fan the agitation against the ancient Prussian franchise.

THE TEA MARKET.

SHORT SUPPLIES IN ENGLAND.

LONDON, December 18th.

Tea shares are still rising owing to the shortness of supply. The Secretary of the China Tea Association writes that it is a matter for congratulation that there is plenty of good wholesome China tea available to save the situation and prevent the consumer from being at the mercy of the wholesale dealer.

THE REVOLT IN ARABIA.

LONDON, December 17th.

It is reported from Jerusalem that General Sami Pasha telegraphs that the Turkish troops entered Kerak without opposition on the 14th instant and found the Governor and officials with 372 troops lodged in a small fort, the Government offices burned down, and the Treasury looted. The troops in the fort had made two sorties, killing many of the insurgents. Railway communication has been restored to Elhassa.

JAPANESE ATTACHE FOR INDIA.

LONDON, December 17th.

Major Hata, attaché to the Japanese Embassy in London, has left for India to join the Headquarters Staff of the Indian army.

CHINESE MINISTERS IN LONDON.

LONDON, December 17th.

His Majesty the King has received at Buckingham Palace H. E. Li Ching Fong, retiring Chinese Minister, and H. E. Lui-yu-lin, his successor.

[FROM MANILA PAPERS.]

THE CHIEF JUSTICESHIP OF THE UNITED STATES.

WASHINGTON, Dec. 18th.

President Taft has sent the name of Justice White to the Senate as a nominee for Chief Justice and the Senate has confirmed the nomination. The names of Judge Willis Van Deventer and Judge Joseph Lamar have been sent to the Senate as nominees to fill the two vacancies now existing on the Supreme Bench. The Senate has not yet acted on these names.

[Protected by the Telegraph Message
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[REUTERS' SPECIAL POLITICAL SERVICE.]

THE GENERAL ELECTION.

LATEST POLLINGS.

LONDON, December 18th.

The latest pollings are:

UNIONISTS.	LIBERALS.
Towkesbury	Banbury
High Peak	Bishop Auckland
Hitchin	Forfarshire
Stamford	Norfolk, S.W.
Whitby	Haddingtonshire
Derry, N.	Aberdeenshire, W.
Renfrewshire, E.	Argyllshire
Buteshire	Lanarkshire, S.
Montgomery District	Hexham
	Ayrshire, S.
	Northants, E.
	Bucks
	Doncaster
	Dumbartonshire
	Westbury
	Dumfriesshire
	Berwickshire
	Camborne
	Leek
	Skipton
	Barnstaple
	Sutherland
	LABOURITES
	Gower
	Barnard Castle
	NATIONALISTS.
	Down, S.
	Cork, E.
	Cork, S.
	Dublin Co., N.

The Liberals have gained Banbury, the Unionists Montgomery District, while the Redmondites have captured South Dublin from the Unionists.

STATE OF THE POLL.

Liberal	207
Labour	43
Nationalist	392
Unionist	270

Members elected . . . 662

" to be elected . . . 8

670

PARTY GAINS.

Unionists	27
Liberals	28
Labour	5
Nationalist	2

["DAILY PRESS" EXCLUSIVE SERVICE.]
CHINESE MINISTERS' RESIGNATION.

PEKING, December 18th.

An Edict has been published stating that the Grand Councilors have resigned "en bloc" on the plea that they are incapable of rectifying the critical condition of the country, but that the Throne requires that the ministers are faithful and able, and therefore cannot accept their resignation. The Assembly had memorialised the Throne, pointing out that the Grand Council was not a responsible body. The Edict states that this matter is beyond the scope of the Assembly, as the appointment of officials, according to the laws of China, is the prerogative of the Throne. The inauguration of the Cabinet is also a matter for the Throne to decide. Consequently, the members of the Assembly should not interfere. The memorial was accordingly rejected. The Assembly to-morrow discusses the Edict, and the keenest interest attaches to the proceedings.

[FROM THE "CHUNG NGOI SAN PO."]

PEKING, December 18th.

Sih Liang, Viceroy of Manchuria, has tendered his resignation on the plea of illness. His Excellency strongly recommends H.E. Tang Shao Yi, President of the Board of Communication, as his successor.

SHIPPING IN PORT.

T CLIMATES.

denburs" Diet is a complete food, being
tured from milk and wheaten meal, both
its being largely predigested. It is most
and easy of digestion, and can be made
ute, the addition of boiling water only
ecessary. Whilst acceptable to all as
nourishment, it is especially helpful to
nvalide, Dyspeptics, and the Aged.

found exceedingly valuable.

ard Street, LONDON.

THE RISE IN TEA.

A correspondent writing last month to the Times said—

The recent activity in the tea market imported more than usual to the Board of Trade returns published on the 7th inst., as the movement was based upon observation that the statistical position was changing in a direction favourable to producers and exporters, which is now seen to be the case. Home consumption is increasing, and moderate imports have not allowed heavy stocks to accumulate, the total in bond in the United Kingdom on October 31 being not more than 1,000,000 lb., compared with 1,075,000 lb. in 1909, whereas there was a surplus of 10,000,000 lb. three months ago, October deliveries having reached the high total of 30,360,000 lb. The position called for attention from the wholesale and retail vendors, and when they grasped it an active demand arose at higher prices for low and medium grades than were paid for many months, although not quite up to the level reached in 1907.

SUPPLIES AND DEMAND.

Inquiry as to the nature of this movement in the market, unusual at this time of the year, shows that it originated with and is still supported by home traders and exporters, who find that their sales are now increasing, and that the use of tea abroad as well as at home is growing, and are not sure that future supplies will be large enough to meet any further expansion in trade that may take place next year.

An abundant yield in India down to September promised a sufficient increase from that source to compensate for the reduction in the supply from Ceylon, but definite information received by cable from India that since then less than last year has been made, and that the cold weather has set in, warrants an estimate that the total available for this country will be less than was expected. This has brought into the market buyers from the sections of the trade who are anxious to replenish their stocks while prices are still at a moderate level, and as the importers have followed their usual policy of selling freely when teas most wanted, a large business has been done between the London dealers and their customers in the provinces.

The additional quantity made throughout India to September 30 was about 14,000,000 lb. Of this about 11,000,000 lb. have been brought into sight by recent heavy shipments, but very little of it will be landed here, as the foreign and colonial buyers in Ceylon have taken away 3,500,000 lb. and another 1,500,000 lb. have been diverted from London by transshipments to America. As our total imports are less than last year, an interesting position seems to be developing.

IMPORTANT FACTORS.

Attention is concentrated upon two points—(1) India's present yield and its probable output in coming years, for it is agreed that Ceylon's production is likely to diminish and that the expected increase from Java will not be obtained at once, while it is realized that a few million pounds more or less of such tea as China now principally contributes can make no difference to a trade amounting to 650,000,000 lb.; the quantity now taken annually by consumers outside the countries of production, to which India and Ceylon contribute about 450,000,000 lb.; (2) the future action of the Russian merchants. It is recognized that the increase year after year in the quantity of British-grown tea that they buy in preference to other varieties has been largely instrumental in creating the present position, and that their future operations will materially influence the course of the market, according to the quantity they divert from London by their purchases in Calcutta and Colombo. The quantity may depend upon the supplies offered for sale there, as the Moscow merchants buy more freely when they can do so on the spot, for direct importation, than they do through London channels; for instance, during the first nine months of this year they bought 30,000,000 lb. in the two local markets, including what they ship to their brick tea factories in China, whereas they only took 6,000,000 lb. from London.

About 5,000,000 lb. more than last year have been brought to sale in Calcutta so far, but it is said to be insufficient to satisfy all the foreign buyers, and that some of them have found difficulty in executing their orders. About 4,000,000 lb. more than in 1909 have been sold in Colombo out of the smaller total crop available. The outlook seems to be hopeful, but it is not yet sufficiently clear to justify hasty speculation, for there is enough tea here on the water for present requirements, and although it is known that many of the planting companies are doing extremely well, it is possible that when the interim reports shortly due from them are published it will be found that they have not all been equally fortunate.

LIVERPOOL AND THE NEW KING OF SIAM.

The Liverpool Chamber of Commerce has sent an address to the King of Siam expressing its deep sorrow at the death of King Chulalongkorn, and the hope that the development of the country under the latter's rule may be followed by a larger measure of liberty than has heretofore been granted to the people. The address continues:—"Remembering the agreement which your Majesty, as Crown Prince of Siam, paid to this Chamber in November, 1901, and the great personal interest which your Majesty then showed in the Port of Liverpool and its various undertakings, this Chamber ventures to hope that your Majesty may continue to take an interest in the mercantile, shipping, and industrial affairs of the British Empire in relation to increased commerce with Siam; and the Chamber would also respectfully direct the attention of your Majesty to the British schemes for the connection of Siam and South-West China by railway, which have long remained in abeyance." The document concludes by wishing his Majesty a peaceful and prosperous reign.

WEATHER REPORT.

On the 18th at 11.55 a.m.—The barometer has risen quickly in E. Japan, the depression having moved away Eastwards over the Pacific. The barometer has fallen considerably over S. China, a depression apparently having developed over S.W. China.

The highest pressure is now shown over the Yellow Sea. Moderate monsoon may be expected over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (E. winds, strong, cloudy, some rain).

Formosa Channel (N.E. winds, moderate).

South coast of China between Hongkong and Luzon. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

SHANGHAI TRADE.

Messrs. Harbort & Co.'s Place Goods Market Report says:—

Business continues in much the same state as reported last week, the market being firm but without active support from consuming outlets. Native interest, however, is low, and dealers of good standing have less difficulty in obtaining facilities, although the native banks continue to exercise the greatest restriction with regard to credits. The consequence is that a fair amount of cargo is being paid for and held on speculative account although not being actually taken delivery of. Speculation continues to be the main operator, and that market is reported to have done very well over its recent purchases of yarn, of which staple it still is the principal buyer. Blanket buyers also are showing better appreciation of the fact that prices ruling here at present are on a very low level indeed compared to replacing costs, and are taking a certain amount of interest in any cheap stocks which may be picked up, the relative difference in prices compared to costs in some of the better qualities of white shirtings being very marked.

The silk market has ruled easy in the interval, the damage to the Indian cotton crop, as reported in our last issue, having caused some reselling of speculative imports to India of the mottled, made in anticipation of a large crop movement. Meantime, home markets have continued to advance in prices, and the drop in exchange which has taken place puts a temporary stop to fresh enquiry upon indent forms, except in special instances.

LATEST STEAMER MOVEMENTS.

The N. Y. K. str. *Bingo Maru* (Bombay Line) left Bombay for this port via Colombo and Singapore on the 16th inst., and is expected here on the 3rd prox.

The N. Y. K. str. *Hitachi Maru* (European Line) left Singapore for this port on the 16th inst., and is expected here on the 21st inst.

The N. Y. K. str. *Kure Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 16th inst., and is expected here on the 25th inst.

The N. Y. K. str. *Mishima Maru* (European Line) left Shanghai for this port on the 16th inst., and is expected here on the 19th inst.

The N. Y. K. str. *Yamato Maru* (Australian Line) left Nagasaki for this port on the 16th inst., and is expected here on the 20th inst.

The P. & O. S. N. Co.'s str. *Decevala* left Singapore for this port on the 17th inst., at 9 a.m., with the outward English Mails, and is due here on the 22nd inst., about 6 a.m.

The Apsara str. *Aravati* from Calcutta left Singapore on the 16th inst., and may be expected here on or about the 22nd inst.

The P. & O. S. N. Co.'s str. *Nishia* is expected to arrive at Penang on the 20th inst., at noon.

The Silk ex O.S.N. str. *Chicago Maru*, which left Hongkong on the 2nd ult., arrived in New York on the 11th and 13th inst.

BARCLAY, PERKINS' FAMOUS LONDON STOUT.



The Leading Brand

in ENGLAND.

The best that can be obtained.

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EVERYWHERE.

SOLE AGENTS FOR CHINA:

DADY BURJOR & Co.

Wholesale Wine & Spirit Merchants.



These tiny Capsules — superior to Copalba, Cubebs, and injections — CURE the same diseases as these drugs in FORTY-EIGHT HOURS without inconvenience. Each Capsule bears the name. Paris, 8, rue Vivienne. Sold by all Chemists.

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THE FOLLOWING SURPLUS MATERIAL FROM CONSTRUCTIONAL WORK AT THE

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IS NOW FOR SALE.

12" Expansion Joints for Centrifugal Pump. c. 1 Foot Valves for Centrifugal Pumps 9" and 12" Diameter. Rooker Pump Engine. Steam Winch. Steam Pile Driving Winch. Winch for Pile Driving. Motor Driven Winch with Controller. Large Pile Driving Steam Hammer. Small Pile Driving Steam Hammer. Two ton Hand Cranes. Tip Waggon and a Number of Carriages for same. Iron Skip Buckets. c. a. Tyred Wheels without Axles. c. a. Tyred Wheels with Axles. c. a. Wheels and Axles without Tyres. 14 lb. Rails with Iron Ties. 40 lb. Rails. Flanged Steel Piping. Railway Sleepers. Hardwood Core Bars. 3" Boarding. 12" c. l. Right Angle Bend. Enquiries and offers should be addressed to the undersigned, who will be pleased to supply further particulars if necessary.

BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN. (1137)

Hongkong, 3rd October, 1910.

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PURPOSES, TO

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AMMONIA RECOVERY

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HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES.

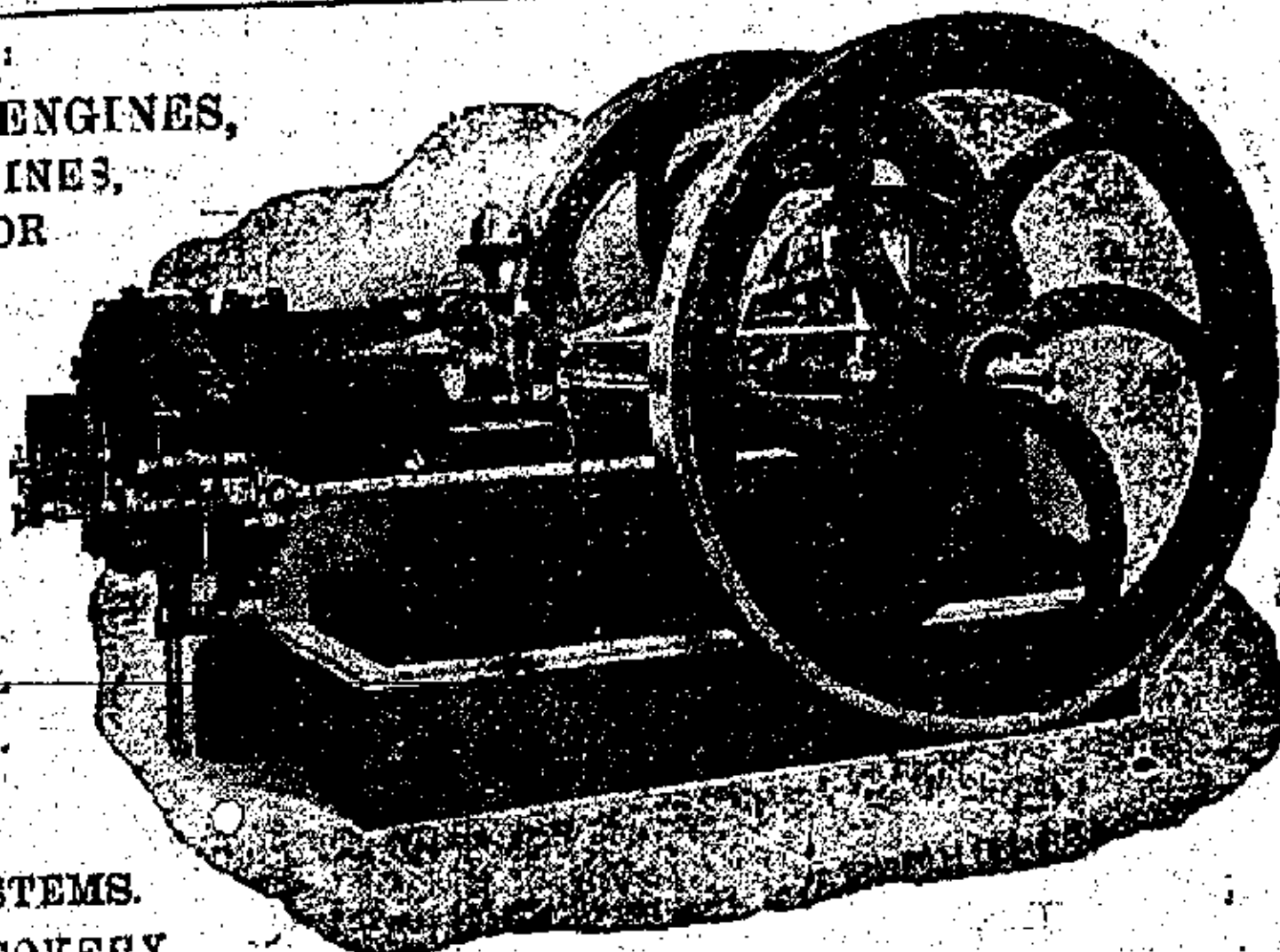
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IMPERIAL GERMAN MAIL LINES.

FOR STRAIGHTS, TONS, TO SAIL.

SHANGHAI, NAGASAKI, KOBE, "BUELOW" 16,900 { About

& YOKOHAMA "Capt. H. FORMES" 28th December.

NAPLES, GENOA, ALGIERS, "PRINZ LUDWIG" 18,300 { Wed'ay, 28th

GIBRALTAR, SOUTHAMPTON, Capt. F. v. BINZER Dec., at Noon.

ANTWERP & HAMBURG, "COBLENZ" { Saturday, 31st

MANILA, YAP, MARONN, NEW, Capt. H. REGENBERG, 6,750 Dec., at D'light

GUINEA, SAMARAI, BRISBANE, "PRINZ WALDEMAR" 6,100 { About

SYDNEY & MELBOURNE, Capt. T. ISCHKE 10th January.

KOBE & YOKOHAMA... "Capt. T. ISCHKE" 10th January.

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For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

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GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 17th December, 1910.

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

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"PRINCESS ALICE" - 20,300 - ON MARCH 22ND.

Capt. P. GROSCH.

"LUETZOW" - 17,300 - ON APRIL 5TH.

Capt. B. WILHELM.

"KLEIST" - 17,000 - ON APRIL 19TH.

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CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON

TO LAND PASSENGERS.

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Early booking recommended.

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GENERAL AGENTS. (1062)

Hongkong, 10th November, 1910.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PORTHOUTH (London 1 day later)
Steamer	Tons	1 P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
DELHI	8000	February 4	MANTUA11000.	March 4	March 10
ARCADIA	7000	February 18	MALWA11000	March 18	March 24
ASSAYE 7500	March 4	4	MACEDONIA 10500.	April 1	April 7
MARMORA 10500	March 18	18	(Through Steamer calling at BOMBAY)	April 15	April 21
DEVANHA ... 8000	April 1	1	MOLDAVIA.....10000	April 29	May 5
DELHI 8000	April 15	15	MONGOLIA.....10000	May 13	May 19
ASSAYE 7500	April 29	29	MOREA11000	May 27	June 2
DELTA 8000	May 13	13	MOOLTAN10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (including Surtax):

1st SALOON £71.10 SINGLE £136.14 RETURN.

2nd SALOON £35.10 SINGLE £72.12 RETURN.

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INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

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CARRYING SALOON-PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave	Due
HONGKONG	LONDON	LONDON
* SUNDIA	January about 25	March about 11
* NUBIA	February 8	March 25
* SYRIA	March 8	April 24
* NOBIA	March 22	May 8
* MALAWIA	April 5	May 22
* BORNEO	April 19	June 5
* SICILIA	May 3	June 19
* SUMATRA	May 31	July 17
* NILE	June 14	July 31

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* SIBERIA

* MANILA

* CHIOY MARU

* MONGOLIA

* TENYO MARU

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Special Rates apply when travelling at their own expense and to their families. To all points:

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ASIA.....9,500 Tons.....SATURDAY, 4th Feb., at 1 P.M.

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FRED J. HALTON, AGENT. (1227)

(1228)

SHIPPING.

ARRIVALS.

AMIGO, German str., 222, W. Langschwager, 17th Dec.—Swatow 16th Dec., General—Jensen & Co.
 CALABRIA, Italian cruiser, 18th Dec.—from Mits Bay.
 CHENAN, British str., 2,000, Lloyd Jones, 18th Dec.—Shanghai 15th Dec., General—Butterfield & Swire.
 DAIYA MARU, Jap. str., 1,730, H. Kobayashi, 17th Dec.—Wakamatsu 14th Dec., Coal—Mitsui Bishi Co. Kawanishi.
 HAICHING, British str., 1,267, W. C. Passmore, 16th Dec.—Swatow 17th Dec., General—Douglas, LaPraik & Co.
 HANGCHOW, British str., 999, Bayner, 16th Dec.—Shanghai 15th Dec., General—Butterfield & Swire.
 HSIN CHANG, Chinese str., 1,228, W. Jamieson, 17th Dec.—Tientsin and Chefoo 12th Dec., General—C. M. S. N. Co.
 HURCHOW, British str., 1,217, E. Morkman, 16th Dec.—Swatow 15th Dec., Ballast—Butterfield & Swire.
 KANSU, British str., 1,774, Dec.—Canton.
 KANONG, British str., 1,276, Dec.—Canton.
 LAIRANG, British str., 1,225, E. J. Tadd, 18th Dec.—Singapore 10th Dec., General—Jardine, Matheson & Co.
 LONGAN, British str., 1,774, Dec.—Canton.
 LUCHA, German str., 1,000, Bendemann, 17th Dec.—from Amoy.
 RUMI, American str., 2,797, S. A. Crosby, 18th Dec.—Iloilo, Cebu and Manila 15th Dec., General—Shaw, Tomes & Co.
 SHANG, British str., 1,228, Pottinger, 17th Dec.—Swatow 16th Dec., General—Butterfield & Swire.
 SHENKING, British str., 1,044, Cowan, 16th Dec.—Amoy 15th Dec., General—Butterfield & Swire.
 SIKU, British str., 3,231, Atkinson, 17th Dec.—Shanghai 10th and Foochow 14th Dec., General—Doddwell & Co.
 SORU MARU, Japanese str., 1,805, K. Saka, 17th Dec.—Amoy—Amoy via Swatow 16th Dec., General—Osaka Shosen Kaisha.
 TAISHAN, Chinese str., 1,216, Perumore, 16th Dec.—Shanghai 14th Dec., Mails and General—C. M. S. N. Co.

DEPARTURES.

ACHILLES, British str., for Shanghai.
 AGAMEMNON, British str., for Singapore.
 CHIMADA, Norwegian str., for Bangkok.
 CHOWKANG, British str., for Shanghai.
 EMPRESS OF JAPAN, British str., for Vancouver.
 GLENCOLE, British str., for Amoy.
 HAIYANG, British str., for Swatow.
 HANGCHOW, British str., for Canton.
 HONGKONG, British str., for Amoy.
 KOREA, American str., for San Francisco.
 KUMHONG, British str., for Swatow.
 MICHAEL JENSEN, German str., for Haiphong.
 PHOENIX, Norwegian str., for Saigon.
 SABINE ROCKNES, Dutch str., for Amoy.
 YUENSANG, British str., for Manila.
 18th December.
 ANHU, British str., for Shanghai.
 BUVO MARU, Japanese str., for Port Arthur.
 DAIGI MARU, Japanese str., for Swatow.
 HERCULES, Norwegian str., for Manila.
 INAHO MARU, Japanese str., for Moji.
 LOKHANG, British str., for Foochow.
 LONGKONG, German str., for Saigon.
 PHUMPHU, British str., for Saigon.
 YERIMO MARU, Japanese str., for Anping.

PASSENGERS.

ARRIVED.
 Per Zulu, from Iloilo, Mr. J. H. Alley, Mr. D. B. Reid, Mr. Paul Le Franc, Mrs. E. Smith, Dr. M. H. Allen, Mr. A. Parmentier and Mr. V. Rickvoel.
 DEPARTED.
 Per Korea, for Shanghai, Mr. and Mrs. J. W. Bryant, Miss L. M. Bryant, Mr. W. Holmes, Mr. F. W. Walker, Mr. S. F. Tegson, Mrs. L. F. Wilson, Rev. Father J. Martucoccus, Mr. C. A. Bruns, Mrs. A. Robinson, Mr. C. W. E. Cotton, Mr. R. Sheepshanks, Mr. Jose Deliv, Mr. and Mrs. F. B. Greeth, Mr. and Mrs. Juan Laviche and son, Messrs C. M. Jackson, P. Johnson and C. W. Shade.

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 Hongkong, 4th October, 1909.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's Pier. 2. From Harbour Master's Pier to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	SECT.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c. VIA USUAL PORTS OF CALL.	HIMAYATA	Brit. str.	—	L. E. S. Spicer, R.N.R.	P. & O. S. N. Co.	On 24th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOMALI	Brit. str.	—	A. G. Cubitt, R.N.R.	P. & O. S. N. Co.	About 28th inst.
COPENHAGEN & BALTIC PORTS	SIAM	Swed. str.	—	—	—	About middle of Jan.
ANTWERP, ROTTERDAM & HAMBURG, &c.	BUTIGABIA	Ger. str.	k. w.	Jagat	HAMBURG-AMERICA LINE	To-morrow.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRISGAVIA	Ger. str.	k. w.	Grisenbrau	HAMBURG-AMERICA LINE	On 11th Jan.
HAVRE, ROTTERDAM & HAMBURG, &c.	BRASLIA	Ger. str.	k. w.	Ernst	HAMBURG-AMERICA LINE	On 27th inst.
HAVRE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	k. w.	Massa	HAMBURG-AMERICA LINE	On 3rd Jan.
MARSEILLES & COPENHAGEN	CANTON	Swed. str.	—	V. Döhren	HAMBURG-AMERICA LINE	On 15th Jan.
MARSEILLES, &c. VIA PORTS OF CALL.	POLYNESIEN	Fr. str.	—	—	—	To-morrow, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SITHONIA	Ger. str.	k. w.	Bruno	MESSENGERIES MARITIMES	To-morrow, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU	Jap. str.	—	A. E. Moses	HAMBURG-AMERICA LINE	On 21st inst., at 11 a.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU	Jap. str.	—	H. Peterson	NIPPON YUSEN KAISHA	On 27th inst., at 11 a.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAGI MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 28th inst., at 11 a.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KEIJI MARU	Jap. str.	—	E. C. Baker	NIPPON YUSEN KAISHA	On 29th inst., at 11 a.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	E. F. FERNAND	Am. str.	—	J. C. Alexander	JARDINE, MATHESON & CO., LD.	On 14th Jan., at 7 a.m.
NEW YORK	EMPEROR OF CHINA	Brit. str.	1 m.	—	—	On 25th Jan., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	—	—	On 28th inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	SEATTLE MARU	Jap. str.	—	K. Kawano	NIPPON YUSEN KAISHA	On 3rd Jan., at Noon.
VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c.	INABA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 31st Jan., at Noon.
VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	S. F. Cowley	NIPPON YUSEN KAISHA	On 17th Jan.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	SUVERIC	Brit. str.	—	—	—	On 21st inst.
GALLAO IQUIQUE, &c. VIA JAPAN PORTS, &c.	HONGKONG MARU	Jap. str.	—	—	—	On 21st inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	TOYO KAISEN KAISHA	On 5th inst., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	NIPPON MARU	Jap. str.	—	—	—	On 7th Jan., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHIRAKI	Am. str.	—	—	—	On 14th Jan., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA	Brit. str.	1 m.	E. Finlayson	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	CHANGHAI	Ger. str.	—	H. Reegenar	MESSENGERIES MARITIMES	On 31st inst., at 11 a.m.
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 20th Jan., at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	F. Lescoe	NIPPON YUSEN KAISHA	About 10th Jan.
KOBE & YOKOHAMA	PRINZ WALDEMAR	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 21st inst., at 5 p.m.
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	Sidford	HUTTENFELD & SWIRE	Quick despatch.
JAPAN	TSINGTAI	Brit. str.	1 m.	—	—	To-morrow, at 4 p.m.
TSINGTAI, WEIHAWEI, & CHEFOO	SZECHUEN	Brit. str.	—	M. Courtney	JARDINE, MATHESON & CO., LD.	On 6th Jan., at Noon.
SHANGHAI, KOBE & MOJI	CHOWKANG	Brit. str.	—	P. Giorgovich	SANDER, WIELER & CO.	To-day, at Noon.
SHANGHAI VIA SWATOW	CHOWKANG	Brit. str.	—	Lanella	MESSENGERIES MARITIMES	To-day, p.m.
SHANGHAI, KOBE & YOKOHAMA	TOURANE	Fr. str.	—	R. A. Peters	P. & O. S. N. Co.	About 19th inst.
SHANGHAI, KOBE & YOKOHAMA	SUNDA	Brit. str.	1 m.	—	—	On 22nd inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	—	—	—	On 22nd inst.
SHANGHAI, KOBE & YOKOHAMA	NIPPON	Swed. str.	—	—	—	About 23rd inst.
SHANGHAI, KOBE & YOKOHAMA	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 28th inst.
SHANGHAI, KOBE & YOKOHAMA	BOMBAY MARU	Jap. str.	—	N. Yamanaka	NIPPON YUSEN KAISHA	About 28th inst.
SHANGHAI, KOBE & YOKOHAMA	BUELOW	Ger. str.	k. w.	H. Korman	HAMBURG-AMERICA LINE	On 30th inst.
SHANGHAI, KOBE & YOKOHAMA	SLAVONIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 30th inst.
SHANGHAI, KOBE & YOKOHAMA	NUBIA	Brit. str.	k. w.	Sachs	HAMBURG-AMERICA LINE	On 12th Jan.
SHANGHAI, KOBE & YOKOHAMA	INDIA	Dut. str.	—	—	—	Beginning of Jan.
SHANGHAI, KOBE & YOKOHAMA	TIKINI	Dut. str.	—	H. Koops	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	SOSU MARU	Jap. str.	—	—	—	On 21st inst., at 8 a.m.
SHANGHAI, KOBE & YOKOHAMA	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LIPPAK & CO.	To-morrow, at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	KANSU	Brit. str.	1 m.	J. Speed	BUTTERFIELD & SWIRE	To-morrow, at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	HAICHING	Brit. str.	2 h.	J. W. Evans	DOUGLAS LIPPAK & CO.	On 23rd inst., at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	HAICHING	Brit. str.	1 m.	R. Passmore	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	CHITIL	Brit. str.	1 m.	C. Crosby	SHEWAN, TOMES & CO.	On 24th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	TAMING	Brit. str.	1 m.	H. G. Walker	JARDINE, MATHESON & CO., LD.	On 28th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	RUHI	Brit. str.	—	E. Rice	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	WINGANG	Am. str.	—	H. A. Hards	BUTTERFIELD & SWIRE	On 21st inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	LAPRO	Brit. str.	1 m.	Mathias	BUTTERFIELD & SWIRE	On 27th inst.
SHANGHAI, KOBE & YOKOHAMA	SUNGKANG	Brit. str.	1 m.	A. Mooker	NIPPON YUSEN KAISHA	To-morrow, at 3 p.m.
SHANGHAI, KOBE & YOKOHAMA	KATONG	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & CO., LD.	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	—	—	—	—
SHANGHAI, KOBE & YOKOHAMA	NAMANG	Brit. str.	—	—	—	—
SHANGHAI, KOBE & YOKOHAMA	TULATAP	Dut. str.	—	Zwart	—	—

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From Hongkong.	From Quebec.
"EMPERESS OF CHINA" Sat., 14th Jan.	"ALLAN LINE" FRIDAY, 10th Feb.
"MONTEAGLE" Wed., 25th Jan.	"ALLAN LINE" FRIDAY, 10th Mar.
"EMPERESS OF INDIA" Sat., 11th Feb.	"ALLAN LINE" FRIDAY, 7th April
"EMPERESS OF JAPAN" Sat., 11th Mar.	"ALLAN LINE" FRIDAY, 5th May
"EMPERESS OF CHINA" Sat., 18th April	
"MONTEAGLE" Tuesday, 18th April	

"Empress" Steamships leave HONGKONG at 7 A.M. at 12 Noon.
 THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Pacific "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
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SHANGHAI.

FOR	STEAMERS	TO RAIL.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE" Capt. Lanolin	On 19th Dec., P.M.
MARSEILLES VIA PORTS	"POLYNESIEN" Capt. Bruno	On 20th Dec., 1 P.M.

Transshipping on the Co.'s Steamers for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27.10s. up to £71.10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

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Hongkong, 8th December, 1910.

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VICTORIA, VANCOUVER, B.C. & SEATTLE

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
SUVERIC	6,232	F. S. Cowley	17th January.
KUMERIC	6,232	G. B. McCall	9th February.

Calling at Amoy and Keelung if sufficient inducement offers.

* These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

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VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

STEAM TO SHANGHAI, YOKOHAMA, AND KOBE.

THE Company's Steamship

"PERSEA"
 Captain Giorgovich, will leave for the above places TO-DAY, the 19th inst., P.M.
 This Steamer has capital accommodation for passengers. Electric light, carries a doctor and stewardess.
 For Freight or Passage, apply to
 SANDER, WIELER & Co.,
 Agents,
 Princes' Buildings,
 Hongkong, 15th December, 1910. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
 THE Steamship
 "HIMALAYA"
 Captain L. E. S. Spicer, R.N.R., carrying His Majesty's Mails, will be despatched from this office for Bombay, on SATURDAY, the 24th December, 1910, at Noon, taking passengers and cargo for the above ports in connection with the Company's "MONA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all-cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the E.M.S. "HIMALAYA," due in London on the 4th February, 1911.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendant,
 Hongkong, 12th December, 1910. [1]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

STEAM FOR FIUME AND TRIESTE (DIRECT), PENANG, COLOMBO, BOMBAY, KARACHI, ADEEN, SUEDZ AND PORT SAID.

(Taking Cargo at through rates to the BRITISH, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENTURE, and ANDRIATIC PORTS).
 THE Company's Steamship
 "E. FRANZ FERDINAND"
 Captain Cobol, will be despatched as above on THURSDAY, 29th Dec., P.M.
 This Steamer has capital accommodation for passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess.
 For information as to Passage and Freight, apply to
 SANDER, WIELER & Co.,
 Agents,
 Princes' Buildings,
 Hongkong, 15th December, 1910. [3]

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ANGLO-CHINESE CALENDAR

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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, SUNDAY and YOKOHAMA	Capt. L. A. Peters	About 19th Dec.	Freight and Passage.
SHANGHAI	DEVANHA	About 23rd Dec.	Freight and Passage.
LONDON via USUAL PORTS	HIMALAYA	Noon, 24th Dec.	See Special of Call.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SOMALI	About 28th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	Capt. F. J. Fox	About 30th Dec.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 17th December, 1910

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CARRING, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 19th Dec., 4 P.M.
HAIPHONG	"CHIHLI"	On 23rd Dec., 10 A.M.
SWATOW, AMOY & SHANGHAI	"KANSU"	On 23rd Dec., Noon
ILOLO & CEBU	"SUNGKIANG"	On 23rd Dec., 4 P.M.
MANILA	"TAIYING"	On 23rd Dec., 4 P.M.
TSINGTAU, WEIHAIWEI & CHEFOO	"SZECHUEN"	On 23rd Dec., 4 P.M.
ILOLO & CEBU	"KAIPOH"	On 21st Dec., 4 P.M.
SHANGHAI	"CHENAN"	On 22nd Dec., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINTAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.
FARE, \$45 SINGLE and \$80 RETURN.
For Freight or Passage apply to—
HONGKONG, 18th December, 1910

BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"CHOYSANG"	Monday, 19th Dec., Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 20th Dec., 3 P.M.
MANILA	"WINGSANG"	Saturday, 24th Dec., Noon.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 6th Jan., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.
The Steamers "KUNSAUNG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.
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GENERAL MANAGER

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILINGS
MARSEILLES & COPENHAGEN	"CANTON"	On 20th December.
SHANGHAI, YOKOHAMA & KOBE	"NIPPON"	On 22nd December.

For Freight and Further Particulars, apply to
TELEPHONE No. 171.
OLOF WILK & CO., CHINA AGENCIES, AKTIEBOLAG.
Hongkong, 13th December, 1910.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 20th Dec., at 11 A.M.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 23rd Dec., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—

DOUGLAS, LARPAIR & CO.,
GENERAL MANAGERS.

Hongkong 16th December 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"INDIAN"	Beginning of Jan.
COPENHAGEN and LALIC PORTS	"SIAM"	About middle of Jan.

For further Particulars apply to

MELOERS & CO.,
AGENTS.

Hongkong, 5th November 1910

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	11,000 tons gross	Sail Dec. 21st, 1910.
S.S. KIYO MARU	11,200 "	" Feb. 18th, 1911.
S.S. BUYO MARU	10,500 "	" April 19th, 1911.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 26th November, 1910.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE and YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 28th Dec., at Noon.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"MEXICO MARU"		TUESDAY, 10th Jan., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steering Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW & AMOY	"SOSHU MARU"	WED'DAY, 21st Dec., at 8 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,
MANAGER

708



PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE.
RUBI	4000	S. Crosby	Manila, Iloilo & Cebu	On 21st Dec., 4 P.M.
ZAFIRO	4000	E. Rice	Manila, Cebu & Iloilo	On 28th Dec., 4 P.M.

For Freight or Passage apply to

SHEWAN, TOMES & Co.
General Managers.

Hongkong, 9th December, 1910

PHILIPPINES S.S. Co.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	
S.S. SLAVONIA	30th Dec.
S.S. SEGOVIA	12th Jan.
S.S. SAMBIA	28th Jan.
S.S. SILESIA	10th Feb.
S.S. PREUSSSEN	27th Feb.
S.S. RHEINFELS	12th March

HOMEWARD.

FOR ANTWERP ROTTERDAM & HAMBURG:	
S.S. BULGARIA	20th Dec.
FOR MARSEILLES, HAMBURG & ANTWERP:	
S.S. SITHONIA	21st Dec.
FOR HAVRE, ROTTERDAM & HAMBURG:	
S.S. ARABIA	27th Dec.
FOR HAVRE, BREMEN & HAMBURG:	
S.S. BRASILIA	3rd Jan.
FOR ROTTERDAM, HAMBURG & ANTWERP:	
S.S. BRISGAVIA	11th Jan.
FOR HAVRE, BREMEN & HAMBURG:	
S.S. SCANDIA	15th Jan.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 15th December 1910.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE

DEPOT: 55 & 57, DES VEGUX ROAD.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAVA	Second half of Dec.	JAPAN	Second half of Dec.
TJIKINI	JAVA	Second half of Dec.	SHANGHAI	Second half of Dec.
TJILATAP	JAPAN	Second half of Dec.	JAVA	Second half of Dec.
TJILIWONG	SHANGHAI	Second half of Dec.	JAVA	Second half of Dec.
TJIBODAS	JAVA	First half of Jan.	SHANGHAI	First half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor,
Hongkong, 12th December, 1910.

Telephone No. 375.

[16]

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATE.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	MISHIMA MARU Capt. A. E. Moses	9,000	WED'DAY, 21st Dec., at Daylight
	KAWACHI MARU Capt. H. Petersen	7,000	TUESDAY, 27th Dec., at Noon
	KAGA MARU Capt. M. Hagino	7,000	WED'DAY, 4th Jan., at Daylight
	SADO MARU Capt. S. Horiuchi	7,000	SATURDAY, 31st Dec., from Kobe
VICTORIA, B.C. & SEATTLE	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 3rd Jan., at Noon
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKKAICHI, and YOKOHAMA	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 31st Jan., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	5,000	THURSDAY, 22nd Dec., at Noon
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 20th Jan., at Noon
	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 21st Dec., at Noon
KOBE and YOKOHAMA	HITACHI MARU Capt. N. Matsumoto	7,000	THURSDAY, 22nd Dec., at 5 P.M.
BOMBAY via SINGAPORE, COLOMBO and	HAKATA MARU Capt. A. Mochizuki	7,000	TUESDAY, 27th Dec., at Noon
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. N. Teranaka	5,000	WED'DAY, 28th Dec., at Noon

† She will call at Genoa.
‡ Fitted with New System of Wireless Telegraphy. † Cargo only. ‡ Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To MARSEILLES AND LONDON VIA SUEZ CANAL.

Steamers.	Tons.	Leave H.K.	To London, per New Steamer.	1st Class	S. Y.	550.00
MYASAKI MARU	9000	15th Feb.	"	"	"	825.00
KITANO	9000	1st Mar.	"	"	"	350.00
IYO	7000	15th "	"	"	"	540.00
HIRANO	9000	29th "	"	"	"	500.00
TANGO	8000	12th April	"	"	"	750.00
KAMO	7000	25th "	"	"	"	350.00
AKI	7000	10th May	"	"	"	495.00
MISHIMA	9000	24th "	"	"	"	

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	To Pacific Coast Common Ports: 1st Class S 230
INABA	7000	28th Mar.	" " " 2nd Class S 221
TAMBA	7000	25th April	To London via New York: 1st Class S 260
AWA	7000	23rd May	via St. Lawrence: 1st Class S 259

For further information as to Freight, Passage, Sailings, &c., apply at

13-125] T. KUSUMOTO, MANAGER.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE UNITED PROVINCES OF
INDIA EXHIBITION AT ALLAHABAD, 1910/11, AND
FOR THE TURIN EXHIBITION OF 1911.

Head Office for the Far East:—
16, DES VEGUX ROAD,
HONGKONG.

Japan Office
32, WATER STREET
YOKOHAMA.

HONGKONG TIDE TABLE.

From December 19th to 25th, 1910.

HIGH WATER.				LOW WATER.			
U.S. P.M.	Local Time.	Height.	Amstrong Mean Time.	U.S. P.M.	Local Time.	Height.	Amstrong Mean Time.
Mon. 19	10 37	4.8	10 37	Mon. 19	4 44	0.2	4 44
Tues. 20	11 46	4.8	11 46	Tues. 20	5 53	0.2	5 53
Wed. 21	12 55	4.8	12 55	Wed. 21	7 02	0.2	7 02
Thurs. 22	1 04	4.8	1 04	Thurs. 22	8 11	0.2	8 11
Fri. 23	2 13	4.8	2 13	Fri. 23	9 20	0.2	9 20
Sat. 24	3 22	4.8	3 22	Sat. 24	10 29	0.2	10 29
Sun. 25	4 31	4.8	4 31	Sun. 25	11 38	0.2	11 38

ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, January to June,
1910. With Index. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS"
Office.
Hongkong, 10th June, 1910.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 18th.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	30.06	30.09	29.98
Temperature	60	63	63
Humidity	67	72	77
Wind Direction	East	East	E
Force	2	4	4
Weather	b	o	o
Rain			

Highest open air Temperature on 17th... 63

Lowest open air Temperature on 17th... 55

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on
Sale daily at the following Stores:—
KOWLOON BOOK... Ferry Wharf
Messrs. H. BUTTO... SONS, Kow-
loon Store, No. 3... Road.
Messrs. HUNG CH... phong Road.
Mr. AH YAU, Hon... Wharf Stall

